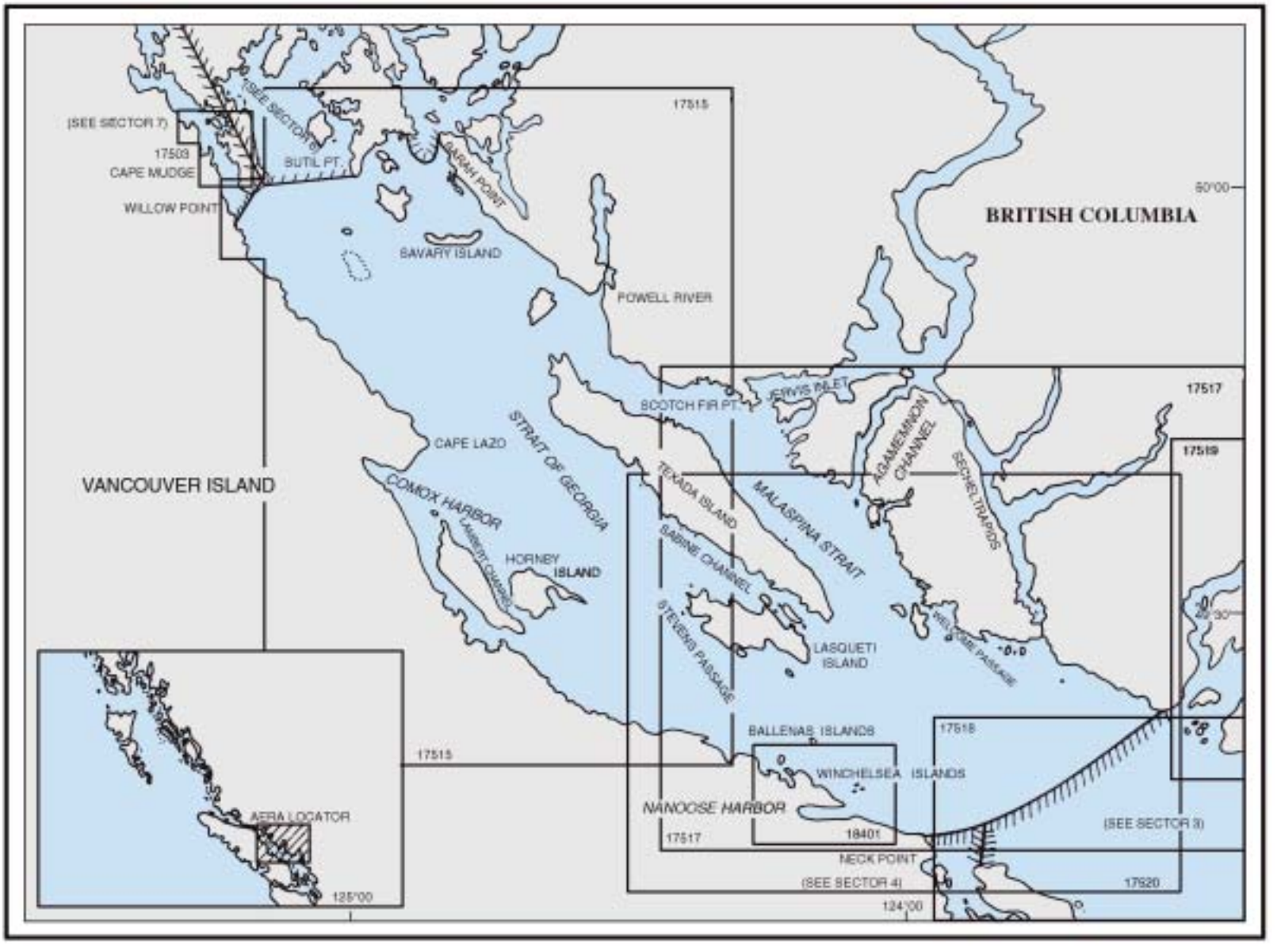
Click on "See Sector" to be hotlinked to that Sector.



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR **5** — CHART INFORMATION

Table of Contents

SECTOR 5

THE STRAIT OF GEORGIA—CENTRAL PART AND HEAD

Plan.—The S and N sides of the central part of the Strait of Georgia are first described. Then follows descriptions of Lambert Channel, Baynes Sound, and Malaspina Strait as far as Jervis Inlet. The sector concludes with the description of the S and the N sides of the head of the strait.

General Remarks

5.1 To the NW of a line extending between Neck Point and Gower Point, the Strait of Georgia narrows gradually and is encumbered on its N side by Lasqueti Island and Texada Island. The main channel leading to Discovery Passage passes SW of these islands and several other islands lying at the head of the strait. The inner channels are mostly used by low-powered vessels and vessels towing in order to avoid strong tidal currents and heavy weather.

Sabine Channel leads between Lasqueti Island and Texada Island; Malaspina Strait leads between Texada Island and the mainland to the NE. Welcome Passage, passing E of the Thormanby Islands, is an alternate entrance leading into Malaspina Strait.

Tides—Currents.—In Manson Passage and Baker Passage, the tidal current at times reaches a velocity of 2 knots.

Between Cape Lazo and Cape Mudge, the tidal current, which enters the Strait of Georgia around the SE end of Vancouver Island, meets the corresponding tidal current that flows around the NW end of the island. Usually, the meeting occurs much nearer to Cape Mudge than Cape Lazo, but the place varies with the phase of the moon and the state of the wind. A considerable race forms at the place of meeting.

The tidal currents between Cape Lazo and Shelter Point, located 1.8 miles SE of Willow Point, have an average maximum velocity of 2 knots and at times reach a velocity of 2.5 knots. Off Cape Lazo and Kuhushan Point, located 5.8 miles SE of Willow Point, the flood current sets NW.

The flood tidal currents from Queen Charlotte Strait, Haro Strait, and Rosario Strait meet in the vicinity of Sentry Shoal.

The mean diurnal tidal range in the N part of the Strait of Georgia is about 3.2m. A maximum range of 4.9m may occur at times. The difference in heights of the daily HW is small, but the difference in heights of the successive daily LW is considerable.

In the middle of the Strait of Georgia, the flood tidal current tends to set NW and is influenced by strong N winds, which weaken the flood and may cause the slack after HW to occur earlier than predicted. Strong W winds have less effect, but tend to weaken the ebb and may cause the slack after LW to occur earlier than predicted. The turn of the tidal current from ebb to flood is usually prompt and generally occurs about 3.5 hours after LW. However, the time of turning from flood to ebb is uncertain.

Squamishes are notable in Jervis Inlet. Except in Princess Louisa Inlet and Sechelt Inlet, the tidal currents within Jervis Inlet are weak, irregular, and influenced by the winds.

In the narrow portion of Welcome Passage, the tidal currents attain velocities of 2 to 3 knots. The flood current sets N and the ebb current sets S. At the S end, the tidal currents decrease in strength and seldom exceed velocities of 2 knots.

In the S approaches, the flood current tends to set towards the dangers lying off Lemberg Point. The ebb current generally sets fairly through the channel and its entrance.

The flood tidal current in Lambert Channel sets N and the ebb current sets S. Both of these currents usually follow the trend of the passage.

The tidal currents in the entrance to Baynes Sound attain velocities of 2 to 3 knots. These rates are considerably reduced within the entrance and decrease as the sound becomes wider.

At its strength, the flood tidal current sets NW through Stevens Passage with an average maximum velocity of 2.2 knots. However, this current attains a velocity of 2.8 knots at times.

The tidal currents in Sabine Channel attain velocities of 2 knots at times. In Malaspina Strait, the currents usually do not exceed a rate of 1 knot.

Regulations.—The waters described in this sector lie within the Vancouver Vessel Traffic Service (VTS) System. For further information on reporting requirements, see paragraph 1.1.

The Strait of Georgia—South Side

5.2 From Neck Point, located 4.5 miles NNW of Nanaimo, the shore trends WNW for 2.8 miles to the ill-defined Icarus Point. It then extends about 2 miles further WNW to Blunden Point, which is wooded. Neck Point can be easily identified by a conspicuous tower situated near it.

Nanoose Harbor (49˚16'N., 124˚09'W.) (World Port Index No. 18518) is entered between **Blunden Point** (49˚15'N., 124˚05'W.) and Wallis Point, 1.3 miles NW. Maude Island lies 0.8 mile N of Blunden Point; a light is shown from its E extremity.

The harbor can be easily identified by Nanoose Hill, 261m high, which rises on its N side. The S shore of the harbor is low and thickly wooded. The N side is bolder and fringed in places with rock cliffs.

The harbor is a naval base and provides alongside berthing for small vessels and seaplanes. A pier, with a depth of 18.7m alongside, is situated at Ranch Point. Mooring buoys lie close W and SW of this pier.

The tides at the harbor rise 4.2 to 4.9m at HWS and about 3.3m and LWN. Anchorage can be taken within the harbor, in a depth of 26m, mud, about 0.2 mile WSW of Ranch Point. Small vessels may anchor closer in, in a depth of 18m. Good shelter is afforded, except from infrequent S winds.

Caution.—The N shore and adjacent waters of the harbor lie within an area, the limits of which are shown on the chart, that is under the control of the Department of National Defense. Naval vessels frequently use the harbor and care should be

Photo copyright Mike Mitchell

Ballenas Islands Light

exercised in their vicinity. The shore lying within the area limits is restricted and landing is prohibited without prior permission.

The **Winchelsea Islands** (49˚18'N., 124˚05'W.), five in number, lie close together, 1.8 miles NNE of Wallis Point.

Grey Rock, distinctly gray in color, lies about 0.3 mile E of the SE extremity of the Winchelsea Islands and Rudder Rock lies close SE of it. Buoys are moored close NW of Grey Rock and close SE of Rudder Rock.

This group of islands is a Canadian Armed Forces Base and serves as a torpedo tracking facility. A conspicuous white building, with a red and white dome, and several radio masts are situated on the northernmost island. A privately maintained light is shown from the SW extremity of the northernmost island.

Caution.—A torpedo range lies close off the Winchelsea Islands group.

A submarine cable, which may best be seen on the chart, extends between the Winchelsea Islands and Blunden Point.

5.3 From **Wallis Point** (49˚16'N., 124˚06'W.), the coast trends 1.5 miles NW to **Nankivell Point** (49˚17'N., 124˚08'W.), a thickly-wooded promontory. Foul ground extends up to about 0.1 mile from all sides of this promontory.

The coast trends 2.5 miles NW from the promontory to Dorcas Point and then 1 mile W to Cottam Point. This entire stretch of coast is indented by coves which afford anchorage to small craft during offshore winds.

The **Ballenas Islands** (49˚21'N., 124˚09'W.), two in number, lie close together. The northernmost island, which is marked by a light at its N end, is sparsely wooded. Its summit is formed by a sharp, bare peak on which stands the remains of an old lighthouse. The southernmost island is heavily wooded at its N end. The islands are fairly steep-to and bold on all seaward sides, except for a rocky patch, with a depth of 7.3m, lying about 0.2 mile SE of the southernmost island.

Ballenas Channel (49˚20'N., 124˚09'W.) leads between the Ballenas Islands and the islands lying off Dorcas Point. It should not be used without local knowledge.

Caution.—The coast between Wallis Point and Cottam Point is fringed with dangers and fronted by numerous islands and obstructions. In addition, the tidal currents are irregular. Vessels without local knowledge should not attempt to use the passages leading between the islands or the channel lying between them and the mainland shore.

A submarine cable, which may best be seen on the chart, extends across Ballenas Channel, from close W of Dorcas Point to the northernmost of the Ballenas Islands.

5.4 **Lasqueti Island** (49˚30'N., 124˚16'W.) is fringed by numerous small islands, islets, and reefs. Trematon Mountain, rising near the middle of this island, has a conspicuous turret-shaped summit.

Seal Reef (49˚26'N., 124˚14'W.), lying about 2.5 miles W of the SE extremity of Lasqueti Island, is marked by a beacon, which is equipped with a radar reflector. A rock, awash, lies about 0.3 mile N of the reef and is marked by kelp. The passage leading between this rock and an area of foul ground, which extends up to 0.3 mile seaward from the shore of the island, is not recommended.

Sangster Island, lying 1.5 miles SE of Seal Reef, has reefs extending seaward from its NW and SE extremities. A light is shown from a structure, 16m high, standing at the SE end of the island.

False Bay (49˚29'N., 124˚21'W.), lying at the S side of the NW end of Lasqueti Island, is entered between Heath Islet and Olsen Island, 0.8 mile NNW. Heath Islet is marked by a beacon.

Lasqueti (49˚29'N., 124˚21'W.), a settlement, is situated on the E side of False Bay. A pier, with a depth of 5.4m alongside, is situated on the N side of the bay. Jeffrey Rock, with a depth of less than 2m, lies on the N side of the entrance to the bay.

Sisters Islets Light

Prowse Point (49˚29'N., 124˚22'W.), located on the S side of the bay, is marked by a light.

Stevens Passage (49˚30'N., 124˚25'W.), a deep channel, lies close W of False Bay and leads between Sisters Islets and Finnerty Islands. Vessels using this passage should keep at least 0.3 mile from the Finnerty Islands. A light is shown from the easternmost islet of the Sisters Islets.

French Creek (49˚21'N., 124˚22'W.) is located on the S side of the Strait of Georgia, 8 miles W of the Ballenas Islands. This creek enters the strait in the vicinity of a small boat basin, which is protected by two rock breakwaters. A narrow channel, with a dredged depth of 3m, leads to the boat basin.

Caution.—A submarine cable, which may best be seen on the chart, extends across the Strait of Georgia from Qualicum Beach, located 2.5 miles W of French Creek, to False Bay.

5.5 **Qualicum Bay** (49˚25'N., 124˚38'W.), lying 11 miles WNW of French Creek, affords fair shelter. Vessels can anchor, in depths of 14 to 18m, good holding ground, about 0.8 mile offshore. The bay is only partly sheltered from NNW winds. It is exposed to the NNE, but strong winds from that direction seldom occur. Winds from the E often send in a considerable sea.

On the N side of the bay, a light is shown from a cable landing site; several conspicuous hydroelectric towers stand near to the shore, close S of it.

A mooring buoy is situated close offshore, 1.3 miles ESE of the mouth of the Qualicum River.

A prominent telephone tower, 80m high, stands about 1 mile inland, 3.3 miles NW of the bay.

Lambert Channel and Baynes Sound are entered about 4.5 miles NW of the bay.

Flora Islet, marked by light, lies close E of the E extremity of Hornby Island, 7 miles NNE of Qualicum Bay. The main channel leading through the Strait of Georgia passes between this islet and the Sisters Islets Light, about 6 miles ESE.

Cape Lazo (49˚42'N., 124˚52'W.), located 16 miles NW of Flora Islet, is a prominent headland with a flat summit. The seaward sides of this cape are faced with yellow clay. From the SE, the headland appears to be an island until vessels are N of Hornby Island, when it can be identified as part of the shore. Drying rock ledges surround the cape and are marked by a buoy, which is moored about 1 mile E of it.

A microwave tower, 42m high, and a prominent radio tower stand close S of the cape.

An airport lies about 1 mile NW of the cape. An aeronautical light beacon is situated in the vicinity of the airport and a conspicuous radar dome stands close N of it.

Caution.—A submarine cable area, the limits of which are shown on the chart, extends NE across the Strait of Georgia, from Qualicum Bay to Texada Island.

A submarine pipeline extends about 1.5 miles seaward from a point located close S of Cape Lazo.

The Strait of Georgia—North Side

5.6 The **White Islets** (49˚25'N., 123˚43'W.), consisting of two bare rocks, are 4.6m high and lie about 1 mile offshore, 7.3 miles WNW of Gower Point. A light (Sechelt Light) is shown from a structure standing on the westernmost islet.

Trail Bay (49˚28'N., 123˚45'W.), lying 3.5 miles NNW of the White Islets, provides shelter. Vessels can anchor in a depth of 27m, abreast a bluff on the NE side of the bay.

Sechelt, a settlement, stands on the N shore of the bay and has a conspicuous chapel. A light is shown from the head of a breakwater which extends from the E side of the bay. The Trail Islands lie on the W side of the bay; small craft can obtain anchorage close N of them.

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Merry Island Light

Welcome Passage (49˚30'N., 123˚57'W.), lying 7 miles WNW of Trail Bay, is a deep channel. It separates the **Thormanby Islands** (49˚29'N., 123˚59'W.) from the mainland to the E. On certain bearings, the Thormanby Islands do not stand out from the mainland. South Thormanby Island rises to a bare, rocky, summit in its N part. North Thormanby Island is flat and heavily wooded. Its N side consists of a conspicuous cliff which has a bank of boulders at the foot. A light is shown from the W extremity of the northernmost island.

The S entrance to the passage lies between Reception Point, on the mainland, and Dennis Head, the SE extremity of South Thormanby Island. A light is shown from Reception Point. Pirate Rock, marked by a beacon, lies about 0.3 mile SE of Dennis Head. Merry Island lies in the center of the S entrance and a light is shown from its SE end. A shoal, with a depth of 9.1m, lies in mid-channel, about 0.8 mile E of this island.

The N entrance to the passage lies between Grant Island, located close to the mainland, and Derby Point, the N extremity of South Thormanby Island. A light is shown from a structure standing at the W side of Grant Island. The narrow channel leading between Grant Island and the mainland is obstructed by rocks. A reef extends about 0.5 mile NNW from Derby Point and is marked by a lighted buoy moored close off its N extremity.

Halfmoon Bay lies on the E side of Welcome Passage and is exposed to the S. A settlement, situated within a cove, stands at the head of the bay. A small craft wharf, with depths of 1 to 3m alongside, fronts the settlement. Anchorage within the bay is not recommended.

5.7 Buccaneer Bay (49˚30'N., 123˚59'W.), which affords anchorage, is formed between the two Thormanby Islands. It is entered between Derby Point, the NW extremity of South Thormanby Island, and Oaks Point, 0.5 mile W. The bay extends over 1 mile SSE to its head at Gill Beach. Oaks Point is low and grassy.

Vaucroft Beach (49˚30'N., 124˚00'W.), lying close S of Oaks Point, is a summer resort. It is fronted by a pier and a float, 18m long, which have a depth of 5.5m alongside.

The Surrey Islands, four in number, lie closely grouped about 0.2 mile off the NE shore of Buccaneer Bay. These islands are wooded, 4 to 6m high, and are steep-to on their W sides.

Buccaneer Bay provides good anchorage except during N winds. Anchorage can be taken, in a depth of 31m, sand, about 0.8 mile SSW of Derby Point.

Caution.—Care should be taken when entering Buccaneer Bay because of Tattenham Ledge and the many other dangers lying off the N side of North Thormanby Island.

A local magnetic disturbance has been reported within Welcome Passage.

Lambert Channel and Baynes Sound

5.8 Lambert Channel (49˚30'N., 124˚43'W.), lying between Hornby Island and Denman Island, is a good navigable passage. Vessels should steer mid-channel courses through it. The S entrance lies between Norman Point, the S extremity of Hornby Island, and Chrome Island, located close S of the S extremity of Denman Island. Norris Rocks lie about 0.8 mile SE of Norman Point.

Chrome Island is bare and yellow in color. Several conspicuous white buildings, with red roofs, stand on this island.

Denman Island (49˚32'N., 124˚48'W.) is wooded; parts of its coast are cliffy. A ridge, about 160m high, runs the length of this island.

Hornby Island (49˚31'N., 124˚40'W.) rises precipitously in terraces at its W side to the summit of Mount Geoffrey. The E side of the island slopes more gently.

Tribune Bay (49˚31'N., 124˚37'W.) indents the SE side of Hornby Island. It provides good anchorage, in a depth of 14.6m, sand, and is sheltered from all but SE winds.

Caution.—A ferry crosses Lambert Channel between the settlements at Gravelly Bay and Hornby Island.

Several submarine cables, which may best be seen on the chart, extend across Lambert Channel, between Hornby Island and Denman Island.

5.9 Baynes Sound (49˚30'N., 124˚50'W.), accessible to deep-draft vessels, lies between Denman Island and Vancouver Island and is entered from the S. The N entrance, over Comox Bar, is limited to light-draft vessels. Union Bay, a coal and lumber port, lies on the W side of the sound; Comox Harbor, a protected anchorage, lies at the head.

The sound has a depth of 12.8m lying in its S entrance, but otherwise, it has general fairway depths of 18 to 68m. Comox Bar, at the N entrance, has a least depth of 2.4m on the range.

Range lights, which aid in the transit of the sound, are shown from structures standing on Chrome Island and are only visible on their alignment within the sound.

Repulse Point, located 2 miles WNW of Chrome Island, is formed by a red earth cliff, 9m high. A steep-to reef, marked

Chrome Island Light

on its SW side by a lighted buoy, extends up to about 0.3 mile S from the point.

The channel to the S of Chrome Island and Repulse Point is defined by its dark-colored water, which contrasts with the lighter-colored water over the shoals on either side.

Denman Island Landing is located 4.8 miles NW of Repulse Point. There is a small wharf, 34m long, with a depth of 5.5m alongside, and a small boat harbor. A ferry crosses the sound and runs between Denman Island and the mainland. Lights are shown from the ferry landing and from a reef lying about 0.3 mile NW of it.

Denman Point, located 1.5 miles NNW of Denman Island Landing, is a low projection. A ledge, marked on its W extremity by a buoy, extends up to about 0.2 mile NW from this point. Good anchorage is afforded to the N of the ledge. A preferred berth lies about 0.3 mile offshore, 0.4 mile NNW of the point.

5.10 Henry Bay (49˚36'N., 124˚50'W.), lying 2.8 miles N of Denman Point, provides safe and convenient anchorage, in a depth of 16.5m.

Longbeak Point, the N entrance point of this bay, is the N extremity of Denman Island. A drying spit, on which several small islets and islands lie, extends about 2.5 miles NNW from the point.

Deep Bay, lying 2 miles WSW of Chrome Island, provides anchorage for large vessels in a depth of 30m, mud bottom. A light is shown from Mapleguard Point, the E entrance point of the bay. Shoals and drying sand flats extend up to about 0.5 mile E and 0.3 mile N of this point. A pier, 137m long, fronts the head of the bay and five public pontoons, used by small craft, are secured to it. Several mooring buoys lie close SE of the head of the pier.

Between Deep Bay and the S extremity of Ship Peninsula, 2 miles NW, the shore is indented by a considerable bight and is low and swampy. The bight is encumbered with drying mud flats, which are fronted by detached, drying reefs. The reefs in this vicinity are steep-to and should be given a wide berth.

Ship Peninsula (49˚30'N., 124˚48'W.) extends 1.3 miles NW from its unnamed S extremity to Ship Point, its N extremity. This peninsula is 61m high and covered with tall dark trees. It is rendered conspicuous by the low and partly-cleared land within it and a housing development standing on the E side.

5.11 Fanny Bay (49˚30'N., 124˚49'W.) is entered between Ship Point and Base Flat, 1.3 miles NW. Anchorage is afforded in this bay, in depths of 12 to 14.6m, mud. The berth is indicated by Denman Island Light bearing 345˚ and Ship Point in line, bearing 117˚, with the SW extremity of Denman Island.

A government pier, with a least depth of 4.6m at its head, is situated on the W side of the bay, about 0.8 mile WNW of Ship Point. This pier is protected by two floating log breakwaters. A conspicuous tower, 39m high, stands close SW of the pier.

Base Flat lies on the N side of the bay, at the mouth of the Tsabale River. It is encircled by steep-to mud flats which extend up to 0.3 mile seaward. A buoy is moored at the edge of the flats, about 0.4 mile N of the river mouth.

Buckley Bay, a small bay, lies on the NW side of Base Flat. A ferry landing and a pier are situated in the bay on the NW edge of the mud flat.

Caution.—When entering Fanny Bay from the S, vessels should stay at least 0.3 mile from Ship Point.

A submarine cable area, which may best be seen on the chart, extends across Baynes Sound, from Base Flat to Denman Island.

5.12 Union Point (49˚35'N., 124˚53'W.), located 4.8 miles NNW of Base Flat, is the N entrance point of Union Bay. A drying shoal of mud and stones extends up to about 0.3 mile E from this point and is marked by a buoy.

Union Bay extends about 0.8 mile S from Union Point and has no defined S entrance point. A log dump and booming ground are situated in this bay.

Anchorage can be taken within Union Bay, in depths of 22 to 26m, close offshore.

From Union Point, the W side of Baynes Sound continues 3.8 miles NNW to **Gartley Point** (49˚39'N., 124˚55'W.), the S entrance point of Comox Harbor. This stretch of coast may be safely approached to within 0.5 mile.

5.13 Comox Harbor (49˚40'N., 124˚55'W.) (World Port Index No. 18460) occupies the head of Baynes Sound and provides a protected anchorage area available to all but very large vessels.

Tides—Currents.—The tidal currents in the harbor are complicated by the fresh water from the Courtenay River. Fresh surface currents flow in directions varying from those of the salt water underneath. The tidal currents are further complicated by the configuration of the mud banks. The tidal range is about 3.6m.

Depths—Limitations.—A privately-owned oil pier is situated at Royston, 0.8 mile NW of Gartley Point. It has an outer berthing face, 30m long, with depths of 3 to 4.2m alongside. The harbor also has facilities for small craft.

A government pier, about 0.2 mile long, extends from the N shore. It has a berth at the head, 30m long, with a least depth of 8.8m alongside. This pier is for the use of Department of National Defense vessels only.

The approach across Comox Bar is for light-draft vessels only and is restricted by depths of less than 2.5m. The approach to the harbor through Baynes Sound is deep.

Aspect.—The harbor is entered between Gartley Point and Goose Spit, 1 mile N. The former point is low and swampy. The latter spit is formed by a narrow tongue of land extending SW and W from Willemar Bluff. A light is shown from its W extremity.

Comox Bar extends about 1.5 miles NNW from the spit. A lighted range is situated on the W side of Baynes Sound, about 1.5 miles SSE of Gartley Point. This range indicates the recommended track across the bar.

Anchorage.—Large vessels may anchor to the NW of the NW extremity of Goose Spit. A preferred berth, with depths of 22 to 26m, lies with the pier at Comox bearing 017˚ and the head of the pier on the N side of Goose Spit bearing 106˚.

Caution.—The area lying N of Goose Spit is reported to provide poor holding ground.

The area lying N of Goose Spit may be fouled by moored lumber rafts.

A magnetic disturbance, up to 2˚E, is reported to exist in the vicinity of Goose Spit and within the harbor. This disturbance does not appear to extend beyond the limits of the port.

5.14 The **Courtenay River** (49˚40'N., 124˚57'W.) discharges through the flats on the W side of Comox Harbor. It is navigable as far as the town of Courtenay, which stands 3 miles above the mouth. Small vessels can ascend the river as far as the town, where a bascule bridge, with a vertical clearance of 2.1m, over a horizontal clearance of 13.7m, spans the channel. A seal barrier fence, the above-water portion of which is painted fluorescent orange, crosses the river downstream from the bridge and impedes navigation.

Several overhead cables, with a minimum vertical clearance of 18m, span the river at the town, close above the bridge.

Texada Island

5.15 Texada Island (49˚40'N., 124˚20'W.) rises abruptly except at its N end. The shores of this island are steep and bold on all sides.

Kiddie Point (49˚48'N., 124˚38'W.) is the NW extremity of the island and Favada Point, moderately steep-to, is located 3.8 miles S of it. A bank, with a least depth of 16.5m, lies about 0.5 mile WNW of the latter point.

Texada Mines Limited Wharf is situated 4 miles SE of Favada Point. The mines have been closed down and the wharf is now used by the Ideal Cement Company. The berth is 257m long and has a depth of 13m alongside. Several conspicuous buildings, storage tanks, and a tower stand close inland of the wharf.

Gillies Bay, lying 7 miles SE of Favada Point, can be easily identified by a conspicuous white patch on the N entrance point. At a distance, this patch appears as two distinct white spots. A radio mast, 63m high, also surmounts the N entrance point. Temporary anchorage can be taken, in a depth of 22m, within the N central part of this bay.

Mouat Bay, lying close SE of Gillies Bay, is separated from it by Harwood Point. A small island lies off the latter point and is connected to it by a drying ledge. Several islands and rocks front the entrance to the bay.

Partington Point, located 10.5 miles SE of Mouat Bay, lies on the E side of Sabine Channel. A light (Texada Island Light) is shown from a structure standing on this point.

Mount Davies stands 1.3 miles inland, 5.5 miles NW of Partington Point. This hill is 780m high and has conspicuous hydroelectric towers running from the shore up its W face.

Mount Shepherd, 885m high, stands 1.5 miles E of Partington Point and forms the summit of Texada Island.

Point Upwood (49˚30'N., 124˚07'W.), the SE extremity of Texada Island, is rugged and precipitous. Stunted pines grow in the crevasses of the bare rock, but the land behind is more thickly wooded. Mount Dick, a very conspicuous hill, rises close within the point. A drying rock, marked by a buoy, lies about 0.2 mile S of the point. A rock, marking the SE entrance to Sabine Channel, is shown from a structure standing 0.5 mile WSW of the point.

The E side of Texada Island is described with Malaspina Strait in paragraph 5.17.

Sabine Channel

5.16 Sabine Channel (49˚30'N., 124˚12'W.) provides a deep and clear width of 0.5 mile between Texada Island and the islets and dangers lying off Lasqueti Island. The N side of the channel is described with Texada Island above

Bull Passage leads along the N shore of Lasqueti Island and is separated from Sabine Channel by several small islands. It

affords good shelter in all weather, but local knowledge is required.

Tucker Bay (49˚30'N., 124˚16'W.), an anchorage, is entered between several easily identified wooded islets lying closer off the NW side of Jervis Island and West Point, 1 mile W. The latter point is sloping, partly wooded, and somewhat conspicuous. Larson Islet, lying 1 mile SE of West Point, is located near the head of the bay. Foul ground, with an isolated depth of 3.7m lying close S of it, extends up to about 0.1 mile E from this islet.

Tuck Rock, with a depth of less than 2m, lies in mid-channel, between Larson Islet and Wells Point, 0.2 mile W. Foul ground extends S from this rock to the shore.

Anchorage can be taken, in a depth of 30m, within the bay, with West Point bearing 313˚ and the northwesternmost of the islets lying on the E side of the entrance bearing 048˚. With a strong NW wind and a NW tidal current, this anchorage is uncomfortable but safe.

The Fegan Islets lie 0.8 mile NW of the NW extremity of Lasqueti Island. A light, marking the N entrance to the channel, is shown from the northernmost islet.

Malaspina Strait—West Side

5.17 Malaspina Strait is wide and separates Texada Island from the Sechelt Peninsula, Nelson Island, and the mainland.

From Point Upwood to Grilse Point, the N extremity of Texada Island, the E side of Texada Island is steep-to and fringed with occasional narrow beaches of shingle or boulders.

Mount Pocahontas (49˚42'N., 124˚26'W.), the highest peak in the N part of Texada Island, is conspicuous.

Northeast Point (49˚43'N., 124˚20'W.), marked by a light, is located 16 miles NW of Point Upwood. Pocahontas Bay, Raven Bay, and Spratt Bay lie 3, 5.5, and 6.3 miles, respectively, WNW of this point. Several buildings, fronted by dolphins, stand at the head of Pocahontas Bay while Raven Bay and Spratt Bay provide facilities for the loading of limestone.

Van Anda Cove (49˚46'N., 124˚33'W.), lying 2 miles NW of Spratt Bay, is entered between Van Anda Point and Marble Bluff, about 0.3 mile W. A church, with a conspicuous spire, stands close SW of the head of the cove and prominent mine shaft is situated close SW of it.

A rocky spit fronts the NW side of a narrow point located close W of Van Anda Point. This spit is fringed with shoals on its W and NW sides.

A small wharf, in ruins, is situated on the SE side of the cove and several storage tanks stand in its vicinity.

Caution.—A submarine cable area extends across Malaspina Strait in the vicinity of Van Anda Cove.

5.18 **Sturt Bay** (49˚46'N., 124˚34'W.), lying close WNW of Van Anda Cove, is entered between Marble Bluff and Hodgson Point, 0.2 mile NW. A beacon stands on Hodgson Point. Grant Bluff, located 0.4 mile SW of Marble Point, is a projection on the S side of the bay. A conspicuous hotel stands close SE of this bluff.

Scott Rock (49˚46'N., 124˚34'W.), with a least depth of 2.7m, lies close off the N entrance to Sturt Bay. Ursula Rock, 1m high, lies on a reef which fronts the shore, 0.2 mile WSW of Marble Bluff. A stone-filled breakwater extends E from the rock, which is marked by a beacon, to the shore and protects a small boat basin.

Anchorage may be obtained by small vessels, in depths of 26 to 29m, mud and sand, in the middle of the bay, W of Ursula Rock.

Grilse Point (49˚48'N., 124˚36'W.), the N extremity of Texada Island, is surmounted by two conspicuous radio towers. Cyril Rock, marked by a light, lies about 0.3 mile N of the point.

Blubber Bay (49˚48'N., 124˚37'W.), an indentation, lies at the N end of Texada Island close W of Grilse Point. It is entered between Treat Point and a low, cliffy projection, 0.4 mile W. A wharf, used by small craft, fronts the W side of the bay and has a depth of 2.7m alongside. A small wharf used for explosives is situated on the E side of the bay; another wharf used for limestone is situated in the S part.

Large vessels can anchor off Blubber Bay, in a depth of 37m, sand, about 0.6 mile E of Grilse Point. Small vessels may anchor, in a depth of 31m, mud and sand, in the middle of the bay, about 0.2 mile from the head. These anchorages are protected from all but NW winds, which may be strongly felt.

Caution.—A ferry crosses the strait between Blubber Bay and Westview.

Malaspina Strait—East Side

5.19 The strait is entered at its S end to the W of North Thormanby Island, which has been previously described in paragraph 5.6.

Turnagain Island (49˚32'N., 123˚58'W.), 83m high, lies close to the mainland, about 2 miles NE of North Thormanby Island. Secret Cove, entered close SE of the island, affords anchorage for small craft, in depths of 13 to 17m, but local knowledge is required.

Harness Island, 56m high, lies close inshore, about 4 miles NNW of Turnagain Island. The coast between is steep-to.

Francis Peninsula, 1.5 miles NW of Harness Island, is connected to the mainland (Sechelt Peninsula) by a bridge and drying flats. A light is shown from Francis Point, the SW extremity of this peninsula. Several small islands and shoal patches front the entrance to the bay, which lies between the SE side of the peninsula and the mainland.

Pender Harbor (49˚38'N., 124˚04'W.) provides the only completely-sheltered refuge in this area. It is approached between Moore Point, the W extremity of Francis Peninsula, and Daniel Point, located on the mainland 1.5 miles NNW.

Several islands lie in the approaches to the harbor. Pearson Island, 78m high, is the largest and lies 0.5 mile SW of Daniel Point.

If approaching from the S, vessels should pass in mid-channel between Martin Island and Charles Island and then round the light structure, standing NW of Williams Island, at a prudent distance. Vessels should enter the harbor passing between Henry Point and the N end of Williams Island.

If approaching from Agamemnon Channel, vessels should take care to avoid the foul ground lying on the W side of Daniel Point. Within Henry Point, vessels should keep close to the N shore in order to avoid the shoals extending N from the Skardon Islands.

When past Skardon Islands, vessels may anchor as convenient or enter Welbourn Cove by passing N of Mary Islet and between Griffin Ledge and the shoals fringing the S extremity of Garden Peninsula.

If approaching from the N, vessels may pass on either side of Nelson Rock, having regard for the detached shoal patches lying ENE and ESE of it. Vessels should then pass to the N of Hodgson Islands and steer in mid-channel between Pearson Island and Daniel Point, avoiding Nares Rock.

5.20 Temple Rock, lying about 0.8 mile WSW of Pearson Island, has a least depth of 5.3m. Jacob Rock, lying about 0.3 mile W of Pearson Island, has a least depth of 7.7m.

Martin Island, wooded and 59m high, lies 0.3 mile SE of Pearson Island. Nares Rock lies about 0.2 mile N of this island. It dries 0.6m and is marked by a beacon.

The main entrance to the harbor lies between Henry Point, located on the mainland 1 mile E of Pearson Island, and Williams Island, close SSW. A light is shown from a structure standing on a drying reef lying close NW of Williams Island. Although the least depth in the fairway is 8.8m, the entrance to the harbor is encumbered by numerous islets and shoals. Access is not recommended without local knowledge.

Williams Island, 18m high, is grass-covered and has a few bushes. Foul ground fronts the NW side of the island. Between the N end of this foul ground and Henry Point, 0.1 mile NNE, the fairway is reduced to a width of about 115m.

Charles Island, wooded, lies close S of Williams Island, with an area of foul ground, marked at its E side, nearly connecting them. The passage leading between Charles Island and the N coast of the Francis Peninsula is obstructed by an islet and drying reefs and should not be attempted.

The Skardon Islands, four in number, lie on the S side of the channel. The fairway passing N of these islands is 90m wide and has a depth of 8.3m. The westernmost and largest island, which has a fishing village situated on it, is 12m high and bare. The fairway passing S of the islands has a depth of 6.2m.

Garden Peninsula (49˚37'48"N., 124˚01'40"W.), 67m high, extends 0.3 mile S from the N shore of the harbor. Hospital Bay lies on the W side of this peninsula and a rock, almost awash, lies near the middle of its entrance and is marked by a beacon.

Welbourn Cove has general depths of 11 to 16.5m and is that part of the harbor lying immediately SE of Garden Peninsula. A number of marinas and wharves for small craft, with depths of 3 to 8.4m alongside, are situated in the cove.

Anchorage.—Anchorage can be taken, in depths of 16 to 20m, mud, to the W of Garden Peninsula. Good anchorage can also be taken, in depths of 11 to 14.6m, mud, within Welbourn Cove.

5.21 **Nelson Island** (49˚42'N., 124˚07'W.) lies on the E side of the strait at the entrance to Jervis Inlet. This island is mountainous, with peaks up to 706m high in its N part. The S coast of the island is indented by several bays which are unsuitable for anchoring. Vessels should stay at least 1 mile from the shores of this island to ensure clearing the offshore shoals and rocks.

Fearney Point (49˚39'N., 124˚05'W.), located 1 mile NW of Daniel Point, is the SE extremity of Nelson Island. The E side of this point is formed by bold, white cliffs. The Hodgson Islands lie 0.5 mile S of the point, in the center of the approaches to Agamemnon Channel. This group of islands is fronted by foul ground.

Nelson Rock lies about 0.5 mile offshore, 1 mile W of Fearney Point. It is steep-to and marked by a light. Acland Rock, with a depth of 7.9m, lies about 1.5 miles WNW of Nelson Rock.

Cape Cockburn (49˚40'N., 124˚12'W.), the SE extremity of Nelson Island, is marked by a light. This cape is composed of white granite and has a few dwarf pine trees standing on its summit. Several conspicuous cable towers stand in the vicinity of the cape.

Sinclair Bank lies in mid-channel, about 3.3 miles WNW of Cape Cockburn, and has a least depth of 33m.

Hardy Island lies in the entrance to Jervis Inlet, close off the NW coast of Nelson Island. Alexander Point, located 3.3 miles NNW of Cape Cockburn, forms the SW extremity of this island.

Scotch Fir Point (49˚45'N., 124˚16'W.) is located on the mainland, 2 miles NW of Alexander Point. A thickly-wooded hill, 123m high, stands within the point with another hill, 166m high with a bare summit, rising about 1 mile NNW of it. The valley lying between these hills is swampy.

Neville Rock, with a depth of 7.3m, lies about 0.4 mile SSW of Scotch Fir Point. MacRae Islet, surrounded by foul ground, lies 1 mile WNW of Scotch Fir Point and is 6m high. A rock, with a least depth of 3m, lies about 0.3 mile S of this islet.

5.22 **Stillwater Bay** (49˚46'N., 124˚19'W.), entered 1.5 miles NW of MacRae Islet, is almost completely occupied by log booming grounds. A conspicuous hydroelectric power plant is situated on the N shore of the bay; a conspicuous water tower, 61m high, stands farther inland. A rock, which dries 0.6m, lies about 0.1 mile S of the W end of the power plant.

Stillwater, a settlement, stands at the head of the bay. Small vessels may obtain temporary anchorage, in a depth of 33m, about 0.3 mile SW of the W end of the power plant.

Albion Point (Black Point) (49˚46'N., 124˚24'W.) is located 5.3 miles WNW of Scotch Fir Point. It terminates in earth cliffs, 9m high. A shoal spit, the inner half of which dries, projects about 0.4 mile SE from this point.

Grief Point (49˚48'N., 124˚31'W.), located 5.5 miles WNW of Albion Point, is low, grassy, and fronted by a sandy beach. A light is shown from a structure standing on the W extremity of this point. A marina, protected by a rock breakwater, lies 0.3 mile SE of the point.

Myrtle Rocks, formed by a group of small islets, lie about 2 miles ESE of Grief Point and are connected by drying flats to the mouth of a creek.

Caution.—A submarine cable area, the limits of which are shown on the chart, extends across Malaspina Strait in the vicinity of Cape Cockburn.

An overhead cable, with a vertical clearance of 15m, spans Stillwater Bay, close E of the power plant.

Several submarine cables, which may best be seen on the chart, extend across Malaspina Strait, in the vicinity of Grief Point.

Jervis Inlet

5.23 Jervis Inlet (49˚45'N., 124˚14'W.), which is entered from Malaspina Strait, is 46 miles long and from 1 to 1.5 miles wide in most parts. The main entrance lies between Hardy Island and Scotch Fir Point. Agamemnon Channel forms a secondary entrance and the inlet can also be entered via Telescope Passage, which lies at the E end of Hardy Island.

Jervis Inlet is hemmed in on all sides by rugged mountains which rise up to height of about 2,440m from steep-to shores. Many of the partly-wooded mountain slopes have been laid bare by winter storms or summer avalanches. Almost the entire inlet has depths over 180m with no off-lying dangers.

Thunder Bay, lying 1.5 miles N of Scotch Fir Point, extends about 1 mile NW to a sandy beach at its head. This bay is one of the few places within Jervis Inlet where vessels can anchor.

Saltery Bay, lying 4 miles E of Thunder Bay, has a depth of 14m and provides anchorage for small craft. Ahlstrom Point, located 1.3 miles E of the bay, is marked by a light.

Blind Bay is entered 2.5 miles N of Cape Cockburn, between the NW side of Nelson Island and the SE side of Hardy Island. It affords anchorage to vessels with moderate draft, but local knowledge is required. Several islands and islets lie on both sides of the deep entrance channel.

Telescope Passage separates the islands lying NE of Hardy Island from Nelson Island and connects the head of Blind Bay with Jervis Inlet. This passage is very narrow and suitable only for small craft with local knowledge. The fairway channel has a least depth of 7.2m.

Captain Island (49˚47'N., 123˚59'W.), wooded and steep-to, lies close off the NE extremity of Nelson Island, from which it is separated by Agnew Passage, a narrow and clear channel.

Caution.—A submarine cable, which may best be seen on the chart, extends across the entrance to Jervis Inlet, from Scotch Fir Point to Alexander Point.

A ferry crosses the entrance of Jervis Inlet. It runs between Saltery Bay and Earls Cove, at the N end of Agamemnon Channel.

An overhead power cable, with a vertical clearance of 49m, spans Jervis Inlet close S of Ahlstrom Point. The landings are indicated by red and white checkered boards and several orange spheres are attached to the power line.

5.24 Agamemnon Channel (49˚40'N., 124˚05'W.) forms a secondary entrance into Jervis Inlet. It is entered between Fearney Point, the SE extremity of Nelson Island, and Daniel Point, 1 mile SE. The channel is about 9 miles long and separates Nelson Island from the Sechelt Peninsula. It is about 0.5 mile wide and has depths of 38 to 263m in the fairway. The tidal current attains a velocity of 1 to 2 knots in the S end of the channel. Anchorage is unobtainable.

Agnew Passage, at the N end of Agamemnon Channel, separates Captain Island from Nelson Island. This passage is about 0.3 mile wide, deep, and free of dangers. A light is shown from an islet lying close off Nelson Island, at the SE end of the passage.

Sechelt Inlet commences at the junction of Agamemnon Channel and Jervis Inlet. This inlet leads SSE for about 20 miles between the Sechelt Peninsula and the mainland. It has high and rocky shores, except near the head. Skookuchuck Narrows, comprising the outer 3 miles of the inlet, has an average width of 0.5 mile. The Sutton Islets, three in number, lie 0.8 mile within the entrance of the narrows. These islets lie in mid-channel and safe passage may be made on either side of them.

The upper end of Skookuchuck Narrows is encumbered by numerous islets and rocks and contracts to a width of 0.3 mile. The obstructions, some of which are marked by lights, prevent the free flow of the tides and form the furious and dangerous **Sechelt Rapids** (49˚44'N., 123˚54'W.), whose roar may be heard for several miles.

Hotham Sound extends about 6 miles N from Jervis Inlet and is entered close N of Captain Island. This sound is too deep to provide an anchorage and mountains rise steeply from its steep-to shores.

Caution.—Navigation beyond the Sechelt Rapids is generally restricted to small vessels engaged in the logging industry.

Several submarine cables, which may best be seen on the chart, extend across the S entrance of Agamemnon Channel.

Several overhead power cables, with a minimum vertical clearance of 34m, span Agamemnon Channel, about 3 miles and 6 miles N of Fearney Point.

Vessels are advised that several overhead power lines, with various clearances, are found in the vicinity of Agnew Passage, Sechelt Inlet, and Skookuchuck Narrows. They may best be seen on the chart.

5.25 Prince of Wales Reach (49˚49'N., 123˚56'W.), an extension of Jervis Inlet, is entered above Captain Island. It trends about 6 miles NNE and then about 8 miles NW. The latter portion of the reach narrows to a width of about 0.8 mile.

Vancouver Bay (49˚55'N., 123˚53'W.), lying on the E side of the reach, is too deep for anchoring. The sides of this bay are formed by precipitous crags. A valley of considerable size extends E from the low head of the bay.

Princess Royal Reach (50˚00'N., 124˚00'W.), a further extension of Jervis Inlet, trends about 10 miles NE and has a least width of 1 mile.

Deserted Bay (50˚05'N., 123˚45'W.), lying at the NE end of Princess Royal Reach, is small. A valley extends NE from the mouth of the Deserted River, at the head of the bay. The bay affords indifferent anchorage for small vessels, but is exposed to W and SW winds.

Queens Reach is entered abreast the N entrance point of Deserted Bay, about 1.8 miles E of Patrick Point. It extends about 11 miles NW to the head of Jervis Inlet. Mount Victoria rises 2 miles N of the head of the reach. This peak is 2,100m high and prominent.

Hill Rock (50˚08'N., 123˚50'W.), a pinnacle, lies about 0.4 mile off the W shore of Queens Reach and has a depth of 3.2m.

Princess Louisa Inlet (50˚10'N., 123˚50'W.), a deep and narrow arm, is 4 miles long. It is hemmed in by mountains up to 2,440m high. At the head of this inlet, a float is moored close S of a waterfall.

Malibu Rapids, a narrow gorge, connects Princess Louisa Inlet with Queens Reach. At LW, this gorge becomes a rapid and a tidal current, with a velocity of 9 knot at springs, flows through it. A light is shown from a structure standing on an

islet lying on the W side of the entrance. A landing jetty is situated 0.2 mile NNW of the light.

The head of Queens Reach terminates in a low and swampy land area. This area is cut by the Skyawka River and its W side is fronted up to 0.2 mile by a nearly steep-to drying flat.

Caution.—The Malibu Rapids should be navigated only by small craft with local knowledge at or near slack water.

The Strait of Georgia—The Head

5.26 Beyond Cape Lazo, on the SW shore, and Grief Point, on the NE shore, the Strait of Georgia narrows to a width of 14 miles and continues about 20 miles to its head in the entrances of Discovery Passage, Sutil Channel, and Desolation Sound.

The SW shore of the strait extends NW from Cape Lazo to Shelter Point, the SW entrance point of Discovery Passage. Ranges of thickly wooded hills, 60 to 130m high, rise from this shore and the beaches consist of boulders.

The NE shore of the strait extends NW from Grief Point to Sarah Point, the SE entrance point of Desolation Sound. The port of Powell River lies near the S end of this coastal stretch. The N portion of the shore is backed by the Gwendoline Hills, which rise to a height of 348m.

The fairway leading through the Strait of Georgia, between Cape Lazo and the entrance to Discovery Passage, lies about 1 mile from the shore of Vancouver Island and is deep and clear. A number of offshore islands are located within the strait and lie on the N side of the main fairway.

A ferry landing is situated about 3 miles NW of Cape Lazo. The ferry runs between Vancouver Island and Westview on the mainland. Several conspicuous radio towers stand 1 mile NW of this ferry landing.

The Oyster River flows into the strait about 14 miles NW of Cape Lazo. A drying bank extends about 0.3 mile from the mouth of this river. A marina, entered via a dredged channel, is situated in this vicinity.

Kuhushan Point, located 0.8 mile NNW of the mouth of the Oyster River, is a low, sandy projection. Trees, which in thick weather may be mistaken for the extremity of the point, stand in the vicinity about 0.2 mile inland. Several buildings stand on the point. A light is shown from a structure standing on the point and a boat basin lies close N of it.

Oyster Bay lies between Kuhushan Point and Shelter Point, 4 miles NW and is the site of several resorts. Fair anchorage, except in SE winds, may be taken, in depths of 12 to 16.5m, in the middle of this bay and about 1 mile offshore. Several grounded hulks lie about 1 mile WNW of Kuhushan Point and form a breakwater.

Shelter Point, the N entrance point of Oyster Bay, forms the SW entrance point of Discovery Passage. A reef extends about 0.5 mile seaward from this point and affords considerable protection to the bay.

5.27 Westview (49˚50'N., 124˚32'W.) (World Port Index No. 18330), a town, stands 1.8 miles N of Grief Point and is fronted by two basins. A public wharf situated between these basins provides of 59m of berthage along its W side, 46m along its N side, and 30m along its S end. It has a least depth of 9m alongside the W side. A small boat harbor, sheltered by rock breakwaters, lies close S of the wharf and is used by fishing craft. Another boat harbor, protected by two breakwaters, lies N of the wharf and is operated as a marina.

Ferries run from the town to Texada Island and Vancouver Island.

Vessels may anchor close W of the wharf, except in extremely rough weather.

5.28 Powell River (49˚52'N., 124˚33'W.) (World Port Index No. 18340), a year-round port, lies 2.5 miles NNW of Westview. It is situated within a bight at the S side of the mouth of the Powell River. This river leads 1 mile upstream to Powell Lake. The lake is 31 miles long and connects with the Strait of Georgia.

The port of Powell River is the site of one of the largest pulp and paper mills in the world.

Tides—Currents.—Close to the northernmost piers at the port, the tidal current always sets SE. In the vicinity of the SW edge of the drying flat extending off the mouth of the river, the tidal set is continuously NW.

Depths—Limitations.—Pier A, the westernmost wharf, extends SW from shore. It has two berths, each 146m long, with depths of 9m alongside. This pier is used for the shipment of newsprint. Pier D (Shore Quay) is used for loading of pulp and paper products by barge. It is 179m long and has a depth of 5.8m alongside.

Vessels of up to 201m in length and 10m draft have been accommodated in the port.

Aspect.—Powell Hill, a prominent bare-topped peak, is 372m high and stands 1.8 miles NNE of the mouth of the river. A large chimney and a steel tower, both very conspicuous, are situated in the vicinity of the paper mill. An prominent encircling breakwater extends close SE of the main piers.

Pilotage.—Pilotage is compulsory. The MacMillan Bloedel Company Traffic Department will notify all vessels by VHF of the berth they are to occupy.

Anchorage.—Anchorage, exposed to W winds, may be obtained closer SW of the northernmost piers at the port.

Caution.—An outfall pipeline extends about 0.5 mile SW from a point located on the shore close NW of the main piers.

Winds from the SE may cause difficulty when berthing and unberthing at the W side of the piers.

5.29 Hurtado Point (49˚58'N., 124˚45'W.) is bold and cliffy. A rock, 16m high and bare, lies close to the coast, about 1.5 miles SE of this point.

Atrevida Reef, lying about 4.3 miles SE of Hurtado Point, extends up to 0.3 mile from the shore and is marked by a lighted buoy. A prominent building and a wind-powered generator stand near the point, about 1.5 miles NW of the reef.

Lund (49˚59'N., 124˚46'W.), a settlement, stands 1.3 miles NW of Hurtado Point and is fronted by a wharf used by small craft.

The Copeland Islands, 32 to 87m high, lie close offshore, between 1.5 miles and 4 miles NW of Lund. Thulin Passage, leading between this group of islands and the mainland, is used by small craft.

Major Islet, lying 2 miles NW of Lund, is marked by a light. It is 26m high and formed of bare, white granite rock. A rock, with a depth of less than 2m, lies about 0.3 mile NE of this islet.

The Townley Islands lie 0.8 mile from the mainland, about 2.3 miles NNW of Major Islet. These islands are steep-to; the largest is 35m high.

The Powell Islets, 29m and 38m high, lie 0.5 mile apart, 1 mile NW of Townley Islands. Shoals extend up to about 0.3 mile N of both of these islets and a rock, with a depth of less than 2m, lies between 0.3 mile and 0.5 mile S of the easternmost islet.

Sarah Point, located 6 miles NW of Lund, is the NW extremity of the Malaspina Peninsula and forms the SE entrance point of Desolation Sound. This point is rounded and rocky. A marina is situated at Bliss Landing, 1.8 miles SE of the point.

Caution.—Submarine cables, which may best be seen on the chart, extend seaward from the vicinity of Lund.

Submarine cables, which may best be seen on the chart, extend NW from the vicinity of Sarah Point.

Offshore Islands and Passages

5.30 Harwood Island (49˚51'N., 124˚39'W.), centered 3.5 miles NNW of the N end of Texada Island, is flat and thickly wooded. Its E extremity is marked by white cliffs, its S extremity is steep-to, and its N extremity is formed by a low, grassy spit. The shores of the island are fringed with steep-to reefs and drying boulders.

Vivian Island, 17m high, lies 1 mile W of the S end of Harwood Island. It is rocky, treeless, and almost flat.

Algerine Passage, 2.5 miles wide, lies between the S side of Harwood Island and the N end of Texada Island. Rebecca Rock, 2m high and bare, lies in the middle of this passage and is marked by a light.

Savary Island (49˚56'N., 124˚49'W.), a summer resort, lies 7.5 miles NW of Harwood Island. Mace Point, the E extremity of the island, is located 1 mile SW of Hurtado Point. The intervening channel is deep and clear. The middle part of the N shore of the island is fringed by a drying, sandy beach which extends up to 0.4 mile seaward. The S side of the island is faced with conspicuous, white sandy cliffs, 15 to 84m high, and backed by grassy patches.

The settlement of Savary Island stands on the N side of the island. It is fronted by a government wharf, 12m long, and a pontoon.

A shoal spit extends about 3 miles SE from the E end of the island. It is covered by kelp and dries in places. The seaward end of this spit is formed by Mystery Reef, a group of boulders that dry 0.6 to 2.4m, and a lighted buoy is moored about 0.5 mile NE of it.

Stradiotti Reef, on which lie numerous drying boulders and rocks, extends up to 1.3 miles S from the W part of the island.

Grant Reefs (49˚52'N., 124˚47'W.) lie between 2.8 miles and 4 miles S of Savary Island. A lighted buoy is moored close off the S extremity of the E part of these reefs.

Caution.—It is reported that the bottom in the vicinity of Savary Island consists of soft sand and provides little or no holding ground.

Vessels are advised not pass to the N of Grant Reefs without local knowledge.

5.31 Shearwater Passage (49˚52'N., 124˚43'W.) is bounded on the SE side by Harwood Island and on the NW side by Grant Reefs and Mystery Reef. The fairway in the passage is 2.5 miles wide, deep, and clear. Vessels approaching from the S can safely pass at a distance of 0.3 mile off either side of Vivian Island, which lies on the SE side of this passage.

Hernando Island (49˚59'N., 124˚55'W.), centered 3 miles NW of the W end of Savary Island, has sandy cliffs on its SW side. This island, 130m high, is surrounded by a drying flat on which lie numerous scattered, above-water boulders.

Spilsbury Point, marked by a light, is the NW extremity of the island. It is low, wooded, and sandy.

Stag Bay lies between Spilsbury Point and Hidalgo Point, 1.5 miles E. A conspicuous white boulder, 4.6m high, lies on the shore of this bay, about 1 mile SE of Spilsbury Point. Foul ground extends up to 0.2 mile offshore, close E of this boulder. Hidalgo Point is conspicuous and 27m high. Its summit is surmounted by scattered arbutus trees.

Manson Passage, leading between Savary Island and Hernando Island, is obstructed by numerous drying rocks and a drying spit. It has depths of 0.9 to 2m and can only be used by small craft with local knowledge. Keefer Rock, 2.4m high, lies in the passage, about 1.3 miles E of the S end of Hernando Island.

Mitlenatch Island (49˚57'N., 125˚00'W.) lies in the middle of the Strait of Georgia, 3.5 miles W of the S end of Hernando Island. It is rocky and has two bare peaks separated by a grassy valley. The southernmost and tallest peak is 53m high. The island is steep-to, except for a shoal spit that extends up to about 0.5 mile seaward from its N extremity.

Montgomery Bank extends 6 miles SE from a position located 1.3 miles S of Mitlenatch Island. Sentry Shoal, with a least depth of 7m, lies on the NW part of this bank, about 2.3 miles S of the E end of the island.

The **Twin Islands** (50˚02'N., 124˚56'W.), lying 2 miles N of Hernando Island, are joined by a bar of drying sand. The northernmost island rises at its center to a bare summit, 157m high. The southernmost island is 116m high.

Baker Passage lies between the Twin Islands and the N side of Hernando Island. It is clear, deep, and about 0.8 mile wide at the narrowest part.

Caution.—A local magnetic disturbance exists in the vicinity of Spilsbury Point and may lessen the variation in the area by 2˚.

5.32 Sutil Point, located 2.3 miles W of the Twin Islands, is the SW extremity of Cortes Island. Mary Point, located 2.3 miles NE of the E extremity of the Twin Islands, is the SE extremity of Cortes Island. The passage leading between the coast and the N side of the Twin Islands is obstructed by several islets, rocks, and shoals.

Cortes Bay indents the S coast of Cortes Island, 1.3 miles W of Mary Point. Three Islets lies in the approach to the bay, about 1 mile WSW of Mary Point. These islets are 14m high, white, bare, and rocky. A settlement stands within the bay and is fronted by a float, 87m long, with a depth of 9m alongside.

Anchorage can be obtained, in depths of 9 to 15m, soft mud, within the bay but the holding ground is reported to be poor.

Caution.—A seaplane operating area exists within Cortes Bay.